Southeast Helena Comprehensive Plan

May, 1981

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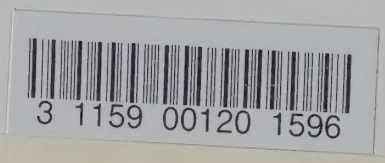
Robert Peccia & Associates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Planners - Engineers - Designers
810 HIALEAH COURT
HELENA, MONTANA 59601 406/442-8160

June 29, 1981

Robert Erickson, City Manager
City of Helena
316 North Park
Helena, Montana 59623

Dear Mr. Erickson:

We are pleased to transmit to you this amendment to the existing comprehensive plan entitled the Helena Southeast Area Comprehensive Plan in accordance with our contract agreement. This has been an interesting and challenging project, and we are grateful for the opportunity to have been of service to the City of Helena.

The development of this amendment has been done in cooperation with the Lewis and Clark Area-wide Planning Organization, the City Planning Board, and Mr. Bill Diehl, who is the major property owner in the area. We have reviewed the contents of the plan with these groups, and to our knowledge they are in agreement with the results.

Our approach to the project was to utilize existing information and concepts to the extent practical so that we would be consistent with other plans and commitments in the area. Specifically, these include water, sewer, storm drainage and transportation system improvements which have been based on established policy as it has been explained to us. It should be noted that the plan is sensitive to these commitments, and if current policies change, the plan as it is shown could be significantly affected.

We would like to thank Bill Diehl, property owner, and Gus Byrom, APO Director, for the assistance and cooperation they have shown during the study. Without their help our task would have been much more difficult.

Yours very truly,

Robert J. Peccia

Robert J. Peccia

RJP/gp

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HELENA SOUTHEAST AREA COMPREHENSIVE PLAN

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CHAPTER I

INTRODUCTION

CHAPTER I

INTRODUCTION

A. AUTHORIZATION

This proposed amendment to the existing Comprehensive Plan for the City of Helena has been done by the planning and engineering firm of Robert Peccia & Associates under contract to the City of Helena. The major participants in the study include the City of Helena, the Lewis and Clark Areawide Planning Organization, the Helena Planning Board, and Mr. William Diehl, who is the major property owner in the area. The plan was funded with $5,000 of City funds and $2,500 from Mr. Diehl for a total cost of $7,500.

B. METHODOLOGY

The development of a comprehensive plan for a segmented part of a community such as the area covered under this plan requires a modified approach to community planning. Traditional methods that are normally geared to a community-wide analysis are not directly applicable to a community sector. The approach utilized in this project was to first establish the constraints of the area, incorporate previous commitments, utilize previous concepts where appropriate, and extend the plan to cover the undeveloped and unplanned area.

The primary constraints include previous development as shown in the context of existing land use, land ownership, topography, existing street network, and existing utilities. Previous studies and commitments include the "City of Helena Water System Improvement Program and Master Plan" (as modified by the City Manager), the "Helena Valley Wastewater Facilities Plan", and "Storm Drainage Master Plan", and transportation system recommendations as adopted by the Helena Technical Coordinating Committee. Existing concepts include the Crossfire Master Plan and several conceptual development plans in the area prepared by the Diehl Company.

These previous studies and commitments were incorporated wherever they were considered to be appropriate. Minor modifications were made as necessary when conflicts arose between various plans. The comprehensive plan was then extended to the undeveloped areas by either continuing the patterns established or by utilizing compatible land uses. The comprehensive plan was then reviewed with the APO, City Planning Board, and Mr. Diehl prior to being finalized.

The completed comprehensive plan as a result of this process is therefore a composite effort of the major participants combined with established policies and planning principles. We believe

CHAPTER II

EXISTING LAND USE

CHAPTER II

EXISTING LAND USE

A. INTRODUCTION

The existing development in the southeast Helena area can be characterized as a mixture of types of land use ranging from intense commercial use in the northwest part of the study area to open, undeveloped land in the southern area near the Lewis and Clark - Jefferson County boundary. A review of the overall distribution of land use types in the area shows that the prevalent forms of use are residential and open space with some public and commercial land uses. In order to permit a more detailed evaluation of these and other land use patterns, the various types of uses have been classified (in accordance with standard land use coding practice) and shown graphically to emphasize the extent of development that currently exists.

B. LAND USE

Land use categories that are considered representative of land development in the study area are shown in Figure 1, which also shows the study area boundary. It can be noted that five major categories were used to depict the existing conditions of the study area as well as those areas immediately adjacent to the boundary. Of these five categories (residential, commercial, public and semi-public, industrial, and agricultural - open space), three have been subdivided to show the required amount of detail for analysis. Residential uses are shown as single-family, multiple-family or mobile home; commercial land is classified as either retail goods or services, or private offices; and public and semi-public land is differentiated according to school/park land and other buildings, and accessory open uses. The information shown in Figure 1 is the result of an on-site land use survey undertaken by the Consultant in the latter part of March, 1981.

General observations concerning the existing use of land within the mapped area are as follows:

* Major commercial development is limited to the extreme northern end of the study area and includes part of Capital Hill Shopping Center.

* There is a heavy concentration of private office development along Eleventh Avenue. Many of these professional buildings have been built or renovated during the past five-year period, and there is an apparent indication of continued interest in this type of development since several office buildings have recently been completed in the new subdivisions near Winne Avenue and Saddle Drive.

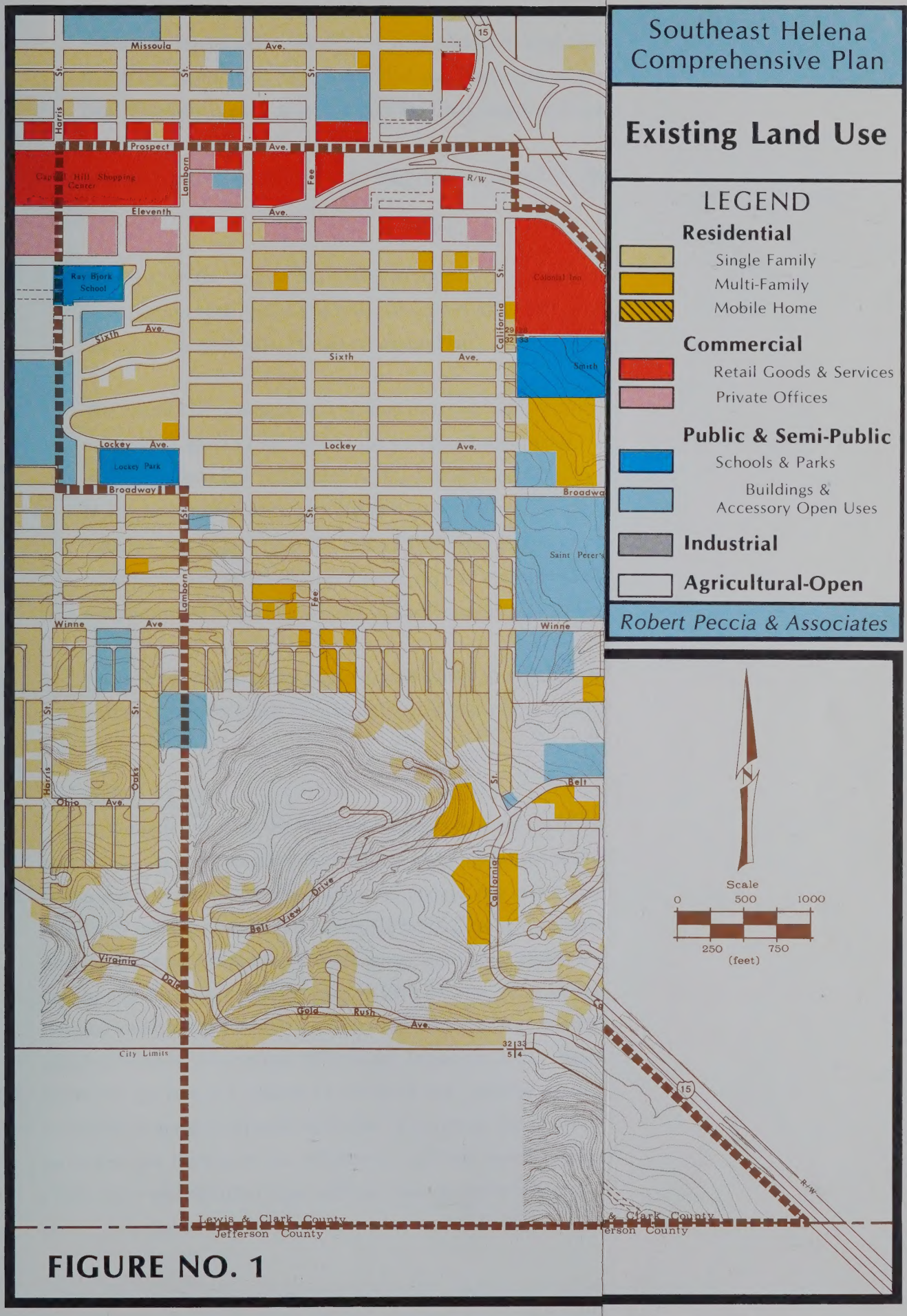
Southeast Helena Comprehensive Plan
Existing Land Use
LEGEND
Residential
Single Family
Multi-Family
Mobile Home
Commercial
Retail Goods & Services
Private Offices
Public & Semi-Public
Schools & Parks
Buildings & Accessory Open Uses
Industrial
Agricultural-Open
Robert Peccia & Associates
Missoula Ave.
Prospect Ave.
Eleventh Ave.
Sixth Ave.
Lockey Ave.
Broadway
Winne Ave
Ohio Ave.
Belt
Belt View Drive
Virginia Dale
Gold Rush Ave.
California
Harris
Oaks
Lamborn
Fee
Ray Bjork School
Lockey Park
Capitol Hill Shopping Center
Colonial Inn
Saint Peter's
City Limits
Lewis & Clark County
Jefferson County
R/W
15
N
Scale
0 500 1000
250 750
(feet)

FIGURE NO. 1

Southeast Helena Comprehensive Plan

Existing Land Use

LEGEND

Residential
- Single Family
- Multi-Family
- Mobile Home

Commercial
- Retail Goods & Services
- Private Offices

Public & Semi-Public
- Schools & Parks
- Buildings & Accessory Open Uses

Industrial

Agricultural-Open

Robert Peccia & Associates

Scale
0 500 1000
250 750
(feet)

STUDY AREA BOUNDARY

FIGURE NO. 1

* Public and semi-public uses occupy large parcels of land throughout the study area north of Belt View Drive. Saint Peter's Hospital and Smith School are the largest of these types of uses. The only improved public park land not attached to a school parcel is Lockey Park.

* Industrial activities are limited to the area east along U.S. Highway 12 outside of the study area.

* Nearly all of the area on the southeastern part of the map is vacant or utilized as open range land. Vacant land that is available for residential development within the city limits is discussed in Chapter VIII, "Comprehensive Plan".

* The residential community is divided into two sectors, primarily as a result of the topography of the area. Most of the land in the northwestern quarter (between Winne and Eleventh Avenue) is single-family residential with a few isolated sections of multiple-family development. In the southern sector where the grid street pattern ends, single-family homes are being constructed. In the area near and east of California Street, greater emphasis is being placed on construction of multiple-family units. A large multiple-family complex has been built immediately south of Smith School east of California Street.

* There is no mobile home development within the study area boundary. However, mobile home parks (and single units) have been located east of the interstate near U.S. Highway 12.

C. POPULATION

In conjunction with the land use survey, a housing count was completed as a method of estimating the existing dwelling unit density and population of the area. Because of the short time frame involved in the comprehensive plan update, it was not practical to examine County tax records or compare power and telephone hookup data as a means of checking the results of the housing and population estimate. However, the figures available from the 1980 census were reviewed and compared with the Consultant's data, as were the figures of various economic and housing studies prepared for the Areawide Planning Organization. Direct comparisons were not possible because of boundary differences. However, it was evident that the trend of new housing starts for the area is expected to continue and, perhaps most importantly, household size has decreased rather dramatically since the 1970 census. Since detailed 1980 census data is not yet published, we have used the preliminary national average figure of 2.5 persons per household. (This figure was obtained from a recent census conference in Billings.) For convenient future reference, population and housing figures are summarized in Tables 1 and 2.

TABLE 1

HOUSING DISTRIBUTION

Type of Housing	All-Year-Round Housing Units		
	Area One (Estab. Res. Area)	Area Two (Newly Subdiv. Area)	Total Study Area
Single Family	588	139	727
Multiple Family	74	233	307
Total	662	372	1,034

Source: 1981 Housing Survey done by Robert Peccia & Associates

TABLE 2

POPULATION ESTIMATE

	Occupied Housing Units*	Persons/D.U.	Population
Area One	629	2.5	1,572
Area Two	353	2.5	883
Total- Study Area	982	2.5	2,455

*1970 Census vacancy rate of 5.0 percent was applied to dwelling unit figures.

In addition to total study area population, the figures are also broken down according to two districts which follow the approximate natural break between old and new subdivisions of the city. Area One, which is the older residential community, follows the study area boundary on the north and west, the extension of Illinois Street on the south, and the section line on the east. Area Two includes the rest of the study area. The data for Area Two was used to establish a base for future evaluation of quantities and types of new dwelling unit development.

CHAPTER III

ZONING

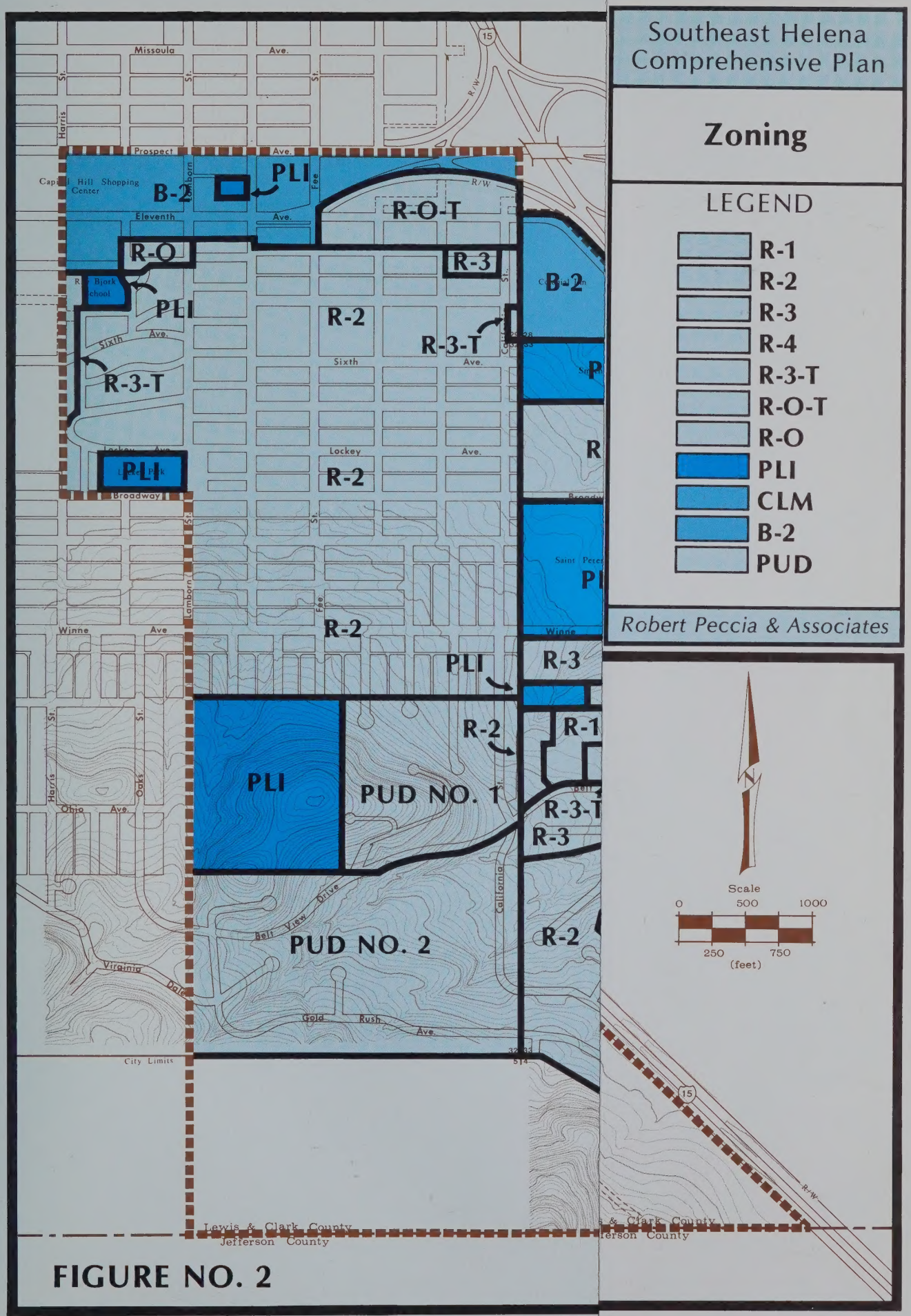
Southeast Helena Comprehensive Plan
Zoning
LEGEND
R-1
R-2
R-3
R-4
R-3-T
R-O-T
R-O
PLI
CLM
B-2
PUD
Robert Peccia & Associates
Missoula Ave.
Prospect Ave.
Eleventh Ave.
Sixth Ave.
Lockey Ave.
Broadway
Winne Ave
Ohio Ave.
Harris St.
Oakes St.
Lamborn St.
Fee St.
California St.
Bjork School
Capital Hill Shopping Center
PUD NO. 1
PUD NO. 2
Bell View Drive
Virginia Dale
Gold Rush Ave.
City Limits
Scale
0 500 1000
250 750
(feet)
Lewis & Clark County
Jefferson County

FIGURE NO. 2

Southeast Helena Comprehensive Plan

Zoning

LEGEND

- R-1
- R-2
- R-3
- R-4
- R-3-T
- R-O-T
- R-O
- PLI
- CLM
- B-2
- PUD

Robert Peccia & Associates

Scale
0 500 1000
250 750
(feet)

STUDY AREA BOUNDARY

FIGURE NO. 2

CHAPTER IV

LAND OWNERSHIP

CHAPTER IV

LAND OWNERSHIP

A. INTRODUCTION

Individual land ownership is an important consideration in the Helena southeast area since much of the land is in large parcels. The predominant landowner within the planning area is Bill Diehl. Other large land owners include Scannell, Bompart, and Creighton and Johnson. Land ownership to the southeast and west outside of the planning area is also shown since the ownership will have an effect on the development patterns of the area.

A land ownership map is shown in Figure 3. This map reflects the results of data obtained from the Lewis and Clark County Classification and Appraisal Office as well as data prepared for the Diehl Development Company. Ownerships have been categorized according to two primary headings (private, and public and semi-public) with major landowners in each of these categories shown below the heading.

Land ownership is an important factor in the establishment of a comprehensive plan, since marketing decisions and policies of the owner dictate the pattern and time frame of development. In this area, parts of the Diehl property and Scannell parcel were covered by the Crossfire Master Plan, which was used as a consideration in developing the Helena Southeast Area Comprehensive Plan.

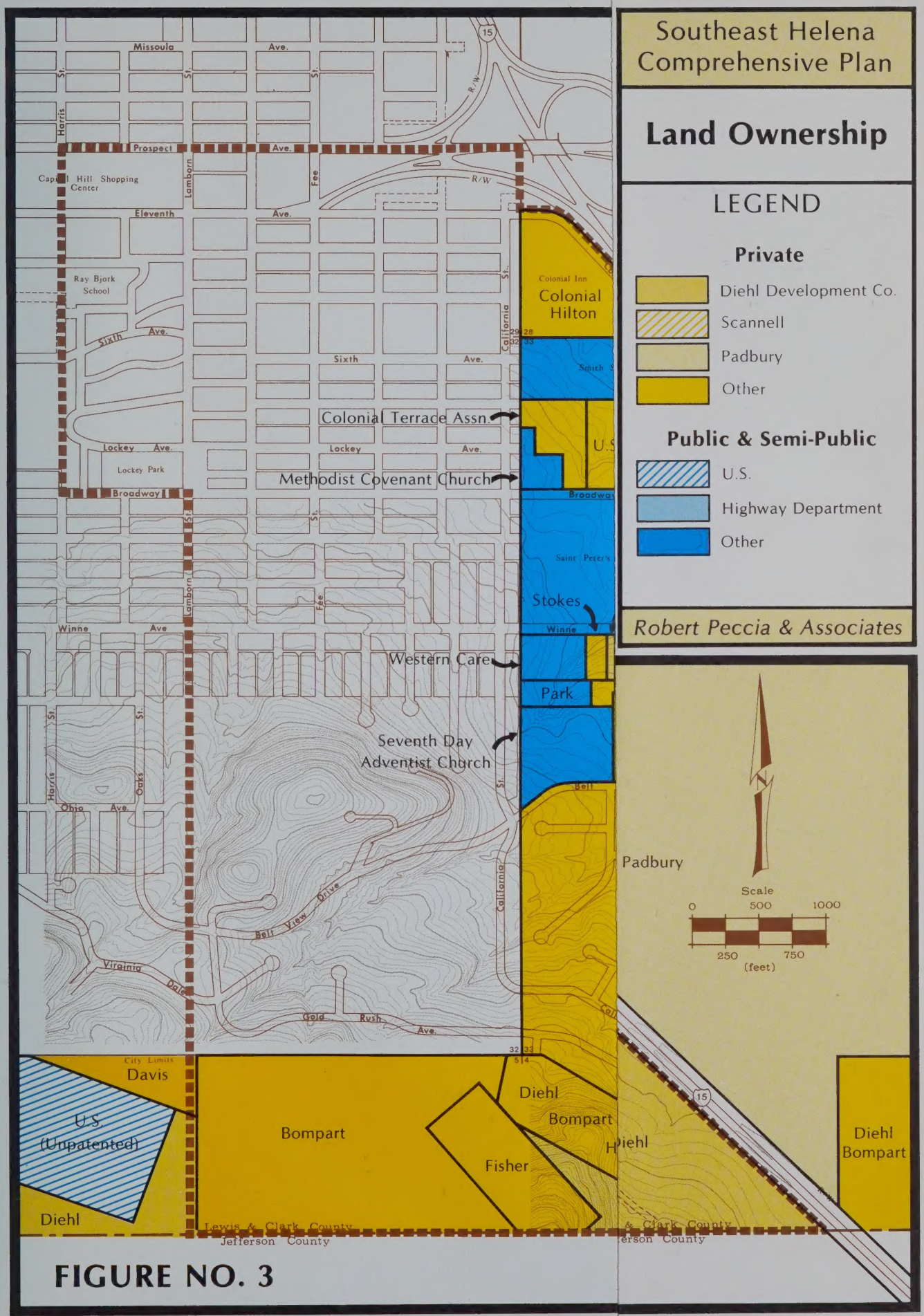
Southeast Helena Comprehensive Plan
Land Ownership
LEGEND
Private
Diehl Development Co.
Scannell
Padbury
Other
Public & Semi-Public
U.S.
Highway Department
Other
Robert Peccia & Associates
Missoula Ave.
Prospect Ave.
Eleventh Ave.
Sixth Ave.
Lockey Ave.
Broadway
Winne Ave
Ohio Ave.
Gold Rush Ave.
Harris St.
Lamborn St.
Fee St.
Oaks St.
California St.
Bell View Drive
Virginia Dale
Capital Hill Shopping Center
Ray Bjork School
Lockey Park
Colonial Inn
Colonial Hilton
Colonial Terrace Assn.
Methodist Covenant Church
Stokes
Western Care
Park
Seventh Day Adventist Church
Padbury
Scale
0 500 1000
250 750
(feet)
City Limits
Davis
U.S. (Unpatented)
Diehl
Bompart
Fisher
Diehl Bompart
Lewis & Clark County
Jefferson County

FIGURE NO. 3

Southeast Helena Comprehensive Plan

Land Ownership

LEGEND

Private

- Diehl Development Co.
- Scannell
- Padbury
- Other

Public & Semi-Public

- U.S.
- Highway Department
- Other

Robert Peccia & Associates

Scale 0 500 1000 250 750 (feet)

Missoula Ave. · Prospect Ave. · Eleventh Ave. · Sixth Ave. · Lockey Ave. · Broadway · Winne Ave · Ohio Ave. · Harris St. · Lamborn St. · Fee St. · California St. · Saddle Ridge Drive · South Ridge Drive · Colonial Drive · Belt View Drive · Virginia Dale · Gold Rush Ave. · R/W · 15 · 12

Capitol Hill Shopping Center · Ray Bjork School · Lockey Park

Colonial Inn · Colonial Hilton · Smith School · Colonial Terrace Assn. · Methodist Covenant Church · U.S. Builders · Saint Peter's Hospital · Stokes · Diehl · Western Care · Park · Seventh Day Adventist Church · Highway Dept. Complex · Highway Department · City Park Addition · Wellington · Synness · City Limits · Kleffner · Padbury · Diehl · Beartooth Development · H.T.P. Subdivision · Bull Run Subdivision · Park · School District No. 1 · Diehl · Padbury · Diehl Bompart

City Limits · Davis · U.S. (Unpatented) · Diehl · Bompart · Fisher · Diehl · Bompart Hill · Creighton Johnson · Diehl · Scannell · Carpenter · Donaldson · Scannell · Diehl

Lewis & Clark County · Jefferson County

STUDY AREA BOUNDARY

FIGURE NO. 3

CHAPTER V

TRANSPORTATION

CHAPTER V

TRANSPORTATION

A. STREETS

The transportation system established for the Helena Southeast Area Comprehensive Plan is an extension of the existing and committed street and highway system in the planning area. The primary commitment on which much of the land use plan as well as the transportation network is based is the location of an interstate interchange at Beltview Drive and Interstate 15. An interstate corridor study done previously by the Montana Department of Highways established this interchange as a possible improvement. A transportation policy committee comprised of City, County, State and Federal members (Transportation Coordinating Committee) further reinforced this commitment by formally selecting this interchange as the recommended location for an interchange in this area of Helena. It should be noted that the actions taken by the TCC do not guarantee that an interchange will be built since this improvement will have to compete with other improvements within the Helena Transportation Study Area boundary. The Federal Highway Administration has stated that there are no categorical funds available for this improvement at the present time and it is unlikely that federal funds would be available in the future. It appears that the most practical financial plan would consist of a combination of funding sources probably including private, state, local, and possibly supplemented through a Special Improvement District assessment.

The remaining network system consists of an extension of Beltview Drive to the Beltview Interchange, extending Colonial Drive parallel to the interstate, a new street beginning at Colonial Drive at the south end of the Beltview Interchange and extending southwesterly along the county line to connect with the proposed parkway in Jefferson County, and the extension of Saddle Drive to an intersection of this new street. The proposed street network system is shown in Figure No. 4, "Transportation and Utilities".

The impact of the proposed Beltview Interchange and street network system shown would be to relieve the traffic congestion on Eleventh and Prospect while keeping traffic volumes on local streets to a minimum. Access to the southeast area of Helena including St. Peter's Hospital is vastly improved. The barrier effect of the interstate highway is reduced, and access to east of the interstate including the Department of Highways complex is improved. The cumulative effect of the interchange appears to be virtually all positive.

B. BIKEWAY / WALKWAY PLAN

A bikeway/walkway plan was developed for the southeast area to supplement the vehicular

Southeast Helena Comprehensive Plan
Transportation and Utilities
LEGEND
Existing Systems
8″ Water
10″ Sewer
Transportation
Storm Drainage
Proposed Systems
Water
Sewer
Transportation
Storm Drainage
Robert Peccia & Associates
Missoula Ave.
Prospect Ave.
Capitol Hill Shopping Center
Eleventh Ave.
Ray Bjork School
Sixth Ave.
Lockey Ave.
Lockey Park
Broadway
Harris St.
Lamborn St.
Fee St.
California St.
20″
PROPOSED BIKE
8″ WATER (EXISTING)
12″ WATER (PROPOSED)
PROPOSED BIKEWAY
Winne Ave
Ohio Ave.
Oakes St.
TO WINNE RESERVOIR
Bel View Drive
Virginia Dale
Gold Rush Ave.
City Limits
Lewis & Clark County
Jefferson County
BIKEWAY
R/W
Scale
0 500 1000
250 750
(feet)

FIGURE NO. 4

Southeast Helena Comprehensive Plan

Transportation and Utilities

LEGEND

Existing Systems

- 8″ Water
- 10″ Sewer
- Transportation
- Storm Drainage

Proposed Systems

- Water
- Sewer
- Transportation
- Storm Drainage

Robert Peccia & Associates

TO SEWAGE TREATMENT PLANT

PROPOSED BIKEWAY

PROPOSED BIKEWAY–WALKWAY UNDERPASS

8″ WATER (EXISTING)

12″ WATER (PROPOSED)

NEW PUMP STATION

TO WINNE RESERVOIR

PROPOSED RESERVOIR

STUDY AREA BOUNDARY

PROPOSED BIKEWAY

Scale 0 500 1000 250 750 (feet)

FIGURE NO. 4

transportation system. The Helena Bikeway Plan was used as a base for the bikeway/walkway network, and additional routes were added to provide bicycle and pedestrian access to the southeast area.

At the request of the Helena Planning Board, a bikeway/walkway interstate underpass at Broadway was added to the network system. The rationale for this improvement is that a number of people now cross the interstate to work at the Department of Highways complex, and a bicycle/pedestrian walkway is needed to accomodate these people.

The recommended bikeway/walkway plan is shown in Figure No. 4, "Transportation and Utilities."

C. PUBLIC TRANSIT

There is presently a public transit system serving the City of Helena residents. The service provided is based on a two-bus operation which has a main office in the new City-County Building located at the intersection of Park and Sixth Avenue. The two buses now being used are new 19-passenger handicapped-equipped units. Monthly ridership increases and the apparent need to upgrade bus service in anticipation of continually increasing fuel costs led to a recent purchase order for a third bus which will tentatively be put into service sometime in August of this year.

In addition to the Helena Dial-A-Ride program, which is a demand response system, the City of Helena also provides a Home - Work bus service. The Dial-A-Ride bus is operational five days per week from 9:00 a.m. to 4:30 p.m. One bus is available on holidays. The Home - Work bus system operates during the peak hours on weekdays. Both buses travel the routes (which are established based on ticket buyer locations) from 6:30 to 9:00 a.m. and 4:30 to 6:00 p.m. During peak hour runs, the buses are usually full, and on the average the Dial-A-Ride buses are about half full.

It is anticipated that as the city limits expand to include the growing community on the southeast side, the limits of the bus service will also be extended.

CHAPTER VI

PUBLIC UTILITIES

CHAPTER VI

PUBLIC UTILITIES

A. WATER SUPPLY AND DISTRIBUTION

Water supply and distribution is a major consideration in the determination of appropriate land uses for the Helena southeast area. This area does not have an independent water source and would have to be served by the City of Helena water system. This area is located in the Winne high service zone, which is near its capacity limit under existing conditions. Improvements which are planned by the City of Helena, however, would result in a sufficient water supply system for this area.

The information used to develop the water system plan was derived from the City of Helena Water System Improvement Program and Master Plan, and interviews with the Helena City Manager, Mr. Robert Erickson.

The City has indicated plans to expand the Missouri River Water Treatment Plant from six million gallons per day to twelve million gallons per day. This expansion would supply water to the lower elevations of Helena, and would make available an increased water supply for the southeast area. A major trunk line (20-inch main) from the Missouri River source now serves this area.

Necessary additions to the water system in addition to the increased supply include additional storage and distribution improvements. New water storage tanks would be constructed to provide adequate storage for peak uses. A replacement of an eight-inch line with a twelve-inch line along Winne from Fee Street to Saddle Drive would improve the distribution system. A new pumping station at the intersection of Belt View and Saddle Drive would boost the pressure into the Winne high service zone. Additional distribution system improvements would call for looped trunk lines to provide adequate supply with a minimum of pressure loss.

Population estimates for the southeast area indicate an existing population of about 2,500 with an additional population of about 1,300 that could occur on existing lots. The planned area could accomodate an existing 3,000 to 5,500 people, depending on the density of development that might occur. Assuming a midrange increase of 4,250 people added to the 2,500 existing and 1,300 increase on existing lots results in a total population for this area of about 8,000 people. Using an annual average water usage rate of 250 gal./cap./day results in a demand for about two million gallons per day (mgd) for the southeast area. The expansion of the Missouri River Water Treatment Plant should provide adequate supply for this area. However, a detailed engineering study should be done to account for peak period use and to refine the exact facilities needed.

The major elements of the water system plan are shown in Figure No. 4, "Transportation and Utilities."

B. WASTEWATER COLLECTION AND TREATMENT

The Helena southeast area is serviced by the Eastside Sanitary Sewer Outfall. An investigation of the capability of this outfall revealed that the minimum capacity of this sewer outfall is in excess of seven cfs. Using an estimated population of about 8,000 with a per capita flow of 100 gallons per day and a peaking factor of 2.6, the maximum flow rate that would be expected is about 3.2 cfs at full development. Therefore, the existing sanitary sewer system has more than sufficient capacity.

According to the Helena - Helena Valley Wastewater Facility Plan, the wastewater treatment plant has sufficient capacity to handle substantially more flow. Also, improvements to the Wastewater Treatment Plant planned by the City of Helena will improve the operation and effectiveness of the treatment facility.

The major trunk line sewers and proposed extensions are shown in Figure No. 4.

C. STORM DRAINAGE

There are a number of natural drainages in the southeast area that will be affected by development in the area. The general trend of the developer has been to maintain existing natural drainages to the extent possible, which has worked very well. This concept has been continued in the comprehensive plan for the southeast area.

The concepts for storm drain management which were included in the Helena Storm Drain Master Plan were incorporated into this plan. These concepts include storm runoff detention basins and retaining natural drainage channels. Selection of appropriate locations for detention basins was made on the basis of topography and location in the drainage basins. Natural channels were retained or modified to encourage natural runoff to the extent practical while still accommodating development plans.

Major existing drainage channels are shown in Figure No. 4, and proposed improvements are shown on Figure No. 4 and Figure No. 5.

D. POWER AND TELEPHONE

According to Montana Power Company officials, no problems are anticipating regarding service capability for new development in the southeast Helena area. The new substation which was

constructed in the vicinity in 1978 should allow for expansion of the electrical service area to include new residential and commercial development. The gas service area can also be expanded with no major constraints to development, with the exception of the location of a heavy industrial plant (i.e., a plant the size of the Kaiser Cement Plant). Since only residential and commercial development is proposed in the comprehensive plan, the probability of capacity problems is extremely remote.

The provision of telephone service to perimeter expansion districts in the Helena area is not perceived as a problem by Mountain Bell personnel. If new development takes place at a moderate pace, services can be provided as soon as they are needed. However, if the new subdivision were filled in a relatively short time frame, delays in phone service could conceivably occur. Considering the current trend of tight money (which halts rapid development) and Mountain Bell's policy of anticipating normal growth, it appears that phone service for the planning area would be uninterrupted.

CHAPTER VII

COMMUNITY SERVICES

CHAPTER VII

COMMUNITY SERVICES

A. INTRODUCTION

Community services are those facilities which provide essential services to the public which are not normally required by each household every day, and which are usually available only at or near population centers. These services include health care, education, fire and police protection, and recreation services.

A summary of the community services available to the study area and the expected impacts resulting from the proposed development is given in this chapter. A more detailed community services survey was done for the southeast area, and is on file at the office of the Consultant.

It is apparent that the projected population of up to 8,000 people in the study area will pose some demands upon all of Helena's community services. These services and the expected result of such demands are summarized herein.

B. POLICE AND FIRE PROTECTION

1. Helena Police Department

This department has a very good apprehension rate and is currently providing a satisfactory level of service to the entire city of Helena. The addition of more residential area and a large shopping center in the study area, however, would place a strain on the police department's manpower and equipment levels. The result of this added demand for services might be slower response times to calls and fewer patrols per shift. As a result, the service level for the entire city of Helena would be lowered.

2. Helena Fire Department

Manpower and equipment levels in the fire department are adequate for the current level of development. However, an increase in population and development in the southeast area might result in slower response times, even though the Eastside Fire Station is located immediately to the north of the study area. Delays in responding to calls would result in increased property damage and a corresponding increase in personal risk.

C. HEALTH SERVICES

1. St. Peter's Hospital

The hospital is generally capable of handling present demands for its services. However,

the hospital occasionally experiences capacity problems in some departments now, most notably the nursery and obstetrics units. The current hospital expansion should help to alleviate some of these capacity problems. However, current problems would most likely be intensified by any increased growth in the southeast area.

2. Linden Ambulance Service

The ambulance service has more than adequate equipment and manpower to handle the increased service demands of the proposed development. In fact, according to the management of Linden Ambulance Service, the increased demand would probably be advantageous because it would provide more efficient utilization of facilities already in place.

3. Non-Emergency Medical Services

Because of the number of medical, dental, optical and other related offices in or near the southeast area, the proposed development should be easily accomodated. No expansion of these medical facilities is therefore anticipated to be necessary.

D. EDUCATION SERVICES

1. Elementary Schools

The two elementary schools located in the study area (Smith and Ray Bjork schools) will not be able to absorb all of the increase in enrollment accompanying the proposed development. However, there is no immediate need for a new elementary school. The two existing schools could cope with a gradual increase in enrollment during development, and could serve the students until construction of a new elementary school on the school site in the Bull Run area is completed. However, traffic and safety problems for children walking or biking to school would probably increase because of the increased development. The traffic plan for the study area should attempt to alleviate these hazards as much as possible.

2. Helena Junior High School

This school should have no difficulty in serving the increased number of students from the study area, since all ninth graders will be transferred from the junior high to Helena High School in the very near future. This will leave room for more seventh and eighth graders at the junior high.

3. Helena High School

This school should also have no difficulty in serving the increased number of students from the study area. Even with the additional ninth graders from the junior high, the construction of ten new classrooms scheduled for the fall of 1981 should provide adequate capacity to absorb the projected increases, according to School District Number One officials.

4. Bus Service

The addition of more students in the southeast area should help to make the privately funded temporary bus service now serving the area more feasible. The increased demand should help to keep fees low and increase ridership from this area; thereby having a beneficial impact on this service.

E. RECREATION SERVICES

1. Parks

The proposed development of the study area will create the need for particular kinds of parks. These are developed playlot facilities for younger children, and developed neighborhood parks. Both of these demands should be met by the developer in planning the actual layout of neighborhoods in the proposed new development.

2. Organized Recreation Facilities

The present organized recreation facilities (i.e., swimming pools, baseball fields, tennis courts) in the city of Helena should be adequate to serve the expected population increase with no real strain. Therefore, no additional recreation facilities of this type are necessary to accomodate the proposed development.

CHAPTER VIII

COMPREHENSIVE PLAN

CHAPTER VIII

COMPREHENSIVE PLAN

A. INTRODUCTION

A comprehensive plan incorporates a complex mix of land capabilities, owners' development plans, local government policies, and community impact. There are a number of combinations of land use that are possible within any planning area that would meet the forecasted needs. In the preparation of the Helena Southeast Area Comprehensive Plan, these options were narrowed down by previous commitments and plans in the area. The final plan recognizes and reflects these previous commitments.

The southeast area of Helena has been the best planned and most attractive growth area in the city. The topography and retention of natural features create an interesting and comfortable living environment, and the variety of structures in the area are visually appealing. The proximity to the city of Helena and the availability of public services are an inducement to encourage expected development to occur in the area; particularly when the conservation of energy and natural resources are considered. The Helena Southeast Area Comprehensive Plan has been prepared with these principles in mind.

B. PLAN CONSIDERATIONS

Prior to the preparation of the proposed land use plan, the characteristics of existing development as well as the general policies of the planning board were carefully considered. In general, these policies (goals and objectives) stress the importance of the adequacy of community facilities and utilities, the desirability of strategically located commercial land, and innovative, non-discriminatory residential neighborhoods. These concepts, in addition to the constraints prescribed by the existing conditions analyzed in previous sections of this report, were used to develop the proposed Land Use Plan which is shown in Figure No. 5.

C. RESIDENTIAL AREA

The analysis of development patterns in the southeast Helena area indicates that the trend in the use of land for residential purposes will continue to be of primary importance. In addition to the fill-in of the previously zoned area, new residential development would be appropriate in

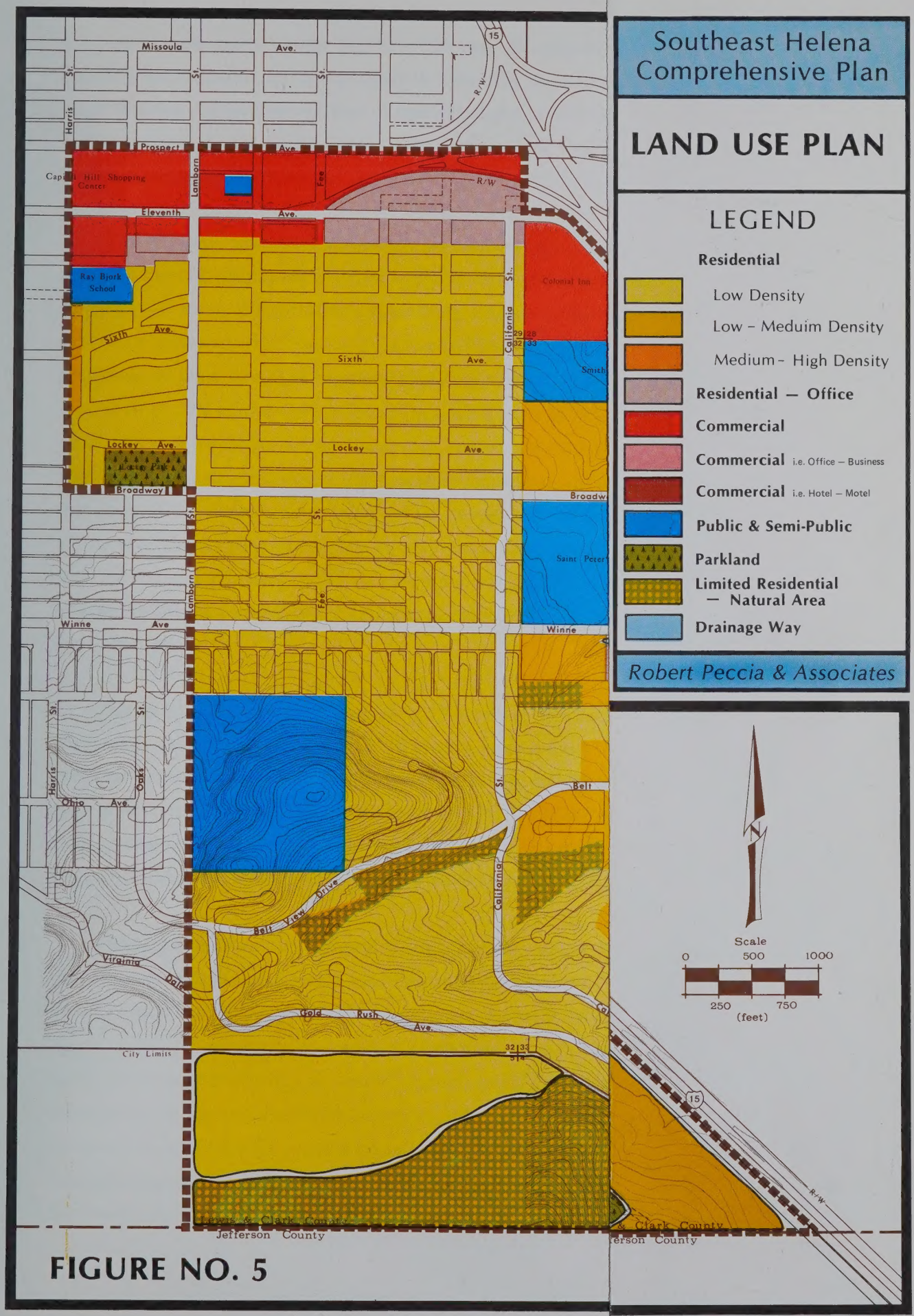
Southeast Helena Comprehensive Plan
LAND USE PLAN
LEGEND
Residential
Low Density
Low - Meduim Density
Medium - High Density
Residential — Office
Commercial
Commercial i.e. Office — Business
Commercial i.e. Hotel — Motel
Public & Semi-Public
Parkland
Limited Residential — Natural Area
Drainage Way
Robert Peccia & Associates
Missoula Ave.
Prospect Ave.
Eleventh Ave.
Sixth Ave.
Lockey Ave.
Broadway
Winne Ave
Ohio Ave.
Belt
Belt View Drive
Virginia Dale
Gold Rush Ave.
City Limits
Lewis & Clark County
Jefferson County
Harris St.
Lamborn St.
Fee St.
California St.
Oaks St.
R/W
Ray Bjork School
Capitol Hill Shopping Center
Colonial Inn
Smith
Saint Peter
Lockey Park
N
Scale
0 500 1000
250 750
(feet)
15

FIGURE NO. 5

Southeast Helena Comprehensive Plan

LAND USE PLAN

LEGEND

Residential

- Low Density
- Low – Meduim Density
- Medium – High Density

Residential — Office

Commercial

Commercial i.e. Office — Business

Commercial i.e. Hotel — Motel

Public & Semi-Public

Parkland

Limited Residential — Natural Area

Drainage Way

Robert Peccia & Associates

Scale
0 500 1000
250 750
(feet)

STUDY AREA BOUNDARY

FIGURE NO. 5

the general areas shown on the Land Use Plan map. Because of the desirability of diversity in dwelling unit construction, and in order to encourage the initiation of new neighborhood concepts allowing compatible mixtures of residential use, several categories were used to represent residential growth in the area. These categories are: Low Density, Low - Medium Density, and Medium - High Density Residential.

The Medium - High Density districts are concentrated nearest to the proposed commercial area and school land because of accessibility to retail and educational facilities; thereby helping to reduce the total transportation energy costs. The concentration of population in these areas provides a buffer and will discourage higher traffic volumes (pass-through traffic) in lower density residential communities. The recommended density range in dwelling unit production for this zone is 16 to 24 dwelling units per acre (DU/ac). The most intense development of residential use in this area would permit the location of approximately 1,050 more dwelling units, while minimum use of the land would accommodate approximately 700 more units. It should be noted that some of the slopes in the medium - high density district nearest the proposed interchange are in excess of twenty percent and may require some innovative site planning in order to blend in with the topography. Most of the area proposed for this type of use, however, is in a slope range of seven to fifteen percent, which provides an interesting environment without being difficult for construction.

A large parcel of land (approximately 97 acres) in the southeast corner of the study area is particularly suitable for development. The topography is moderate and the location would indicate that a residential development for medium to low density use would be appropriate. This type of development could accommodate from 400 to 1,050 dwelling units, depending upon the density established through the subdivision process. A drainageway on the western boundary of the parcel would be maintained to handle runoff culminating in a drainage basin at Colonial Drive.

Field investigations and a review of land capability data have shown that some of the land bordering the mountainous region near the Jefferson County boundary could be utilized for low-density residential development. Four parcels are shown in light yellow on the Land Use Plan map to designate the general locations of developable land. Total area shown is approximately 63 acres, but because of the lack of detailed topographical data for the land south of the city limits adjacent to the western study area boundary, this figure may vary. A detailed survey would be necessary to determine the actual amount of developable land and an access route for this parcel. Assuming that all the land shown is suitable for development and allowing 30 percent of the land for streets, the low-density residential land outside the city limits could support an additional 175

to 260 dwelling units. Available topographical data shows that the average slope range for the three smaller parcels is from twelve to fifteen percent.

In addition to planning for the development of these new residential areas within the study area, there is a need to acknowledge the potential for construction of new housing units in areas which have already been platted for residential use. Existing land use information shows that only a very small amount of vacant land is left in the older residential district but that a large portion of the Bull Run Subdivision is presently undeveloped. In the area south of Belt View Drive and east of California Street (Bull Run 1, 2 and 3), there are approximately 340 lots, 97 of which have been developed to date. Using the zoning map as an indicator for development potential, the following figures were prepared to emphasize the capacity of the Bull Run area.

TABLE NO. 3

BULL RUN SUBDIVISION

	No. of Lots*
Developed Area:	
Single Family	63
Multi-Family	32
Offices	2
Total:	97
Vacant Area:	
Single Family District	156
Multi-Family District	87
Total:	243

* These figures are only approximations based on a comparison of land use data (field survey) and the filed subdivision plat.

Assuming that the entire area (excluding land reserved for open space and parks) is used for residential purposes and that the multi-family lots are developed to maximize potential, about 825 more people could live in this area alone.

Other large vacant areas inside the corporate boundary that could be developed for residential purposes in the future include a parcel between St. Peter's Hospital and Smith School and several interior parcels west of California Street in P.U.D. No. 2.

Tables No. 4 and 5 summarize the approximate population levels which could be expected in the southeast Helena study area.

TABLE NO. 4

INCORPORATED AREA POPULATION ESTIMATE

	Occupied Housing Units	Persons/D.U.	Population
1981 Survey	982	2.5	2,455
Maximum Development	1,512*	2.5	3,780

* Existing development plus full development of Bull Run acres plus 200 dwelling units for the remainder of the corporate planning area.

TABLE NO. 5

UNINCORPORATED AREA POPULATION ESTIMATE

Location	Occupied Housing Units**		Persons/D.U.	Population	
	Max. Density	Min. Density		Max. Density	Min. Density
Low Density Area	247	166	2.5	618	415
Low-Med. Density Area	998	380	2.5	2,495	950
Med.-High Density Area	998	665	2.5	2,495	1,662
Total:	2,243	1,211		5,608	3,027

** Assumes a five percent vacancy rate

D. COMMERCIAL AND OTHER INTENSIVE USES

Past action involving the designation of a large commercial zone (B2) in the area east of St. Peter's Hospital bordering the I-15 right-of-way, and action by the City Commission approving a conditional use permit for the construction of the Diehl shopping center in that zone illustrates the past commitment for a major commercial development in the area. The Land Use Plan map shows a large commercial area in this general vicinity and includes part of the existing B2 land as well as a large parcel of unincorporated land near the extension of Belt View Drive. The parcel is about 51 acres in size.

Adjacent to the proposed interstate off-ramp system and bordering the main storm drainage channel, a parcel approximately sixteen acres in size has been reserved for additional commercial development. Because of its ideal location with respect to the arterial transportation network and considering its proximity to other proposed commercial uses, this site is particularly well suited to future hotel-motel development and is so designated on the Land Use Plan map.

Four parcels which should be reserved for office - business and residential - office uses are shown in the vicinity of the Broadway - Colonial Drive intersection. These sites are designated as such in order to preserve the continuity of previously completed planning efforts which identified the appropriateness of the area for a mixture of office and light commercial uses.

E. SCHOOL AND PARK LAND

Anticipating the expansion of the southeast Helena residential area, officials of School District No. 1 have purchased approximately 10.5 acres of land near Saddle Drive at the southeast corner of the city limits. Although it is not committed at this time for construction of school buildings, the apparent future need for a school in the general area led to the preservation of this site on the plan for elementary school development.

Park land is provided in the area immediately adjacent to the school parcel. There are 3.4 acres of land already reserved for outdoor activities catering to the needs of the recent subdivided Bull Run area. Some of the population which will occupy the medium - high density residential district will also be served by facilities provided in this park. However, according to national park standards which recommend the provision of a developed neighborhood park within a one-half mile radius of all residential units, there is a need to allow for an improved park site near the Jefferson County line in the low - medium density residential district. The location shown in green on the Land Use Plan should not be regarded as site-specific, but rather as a means of emphasizing the importance of providing park facilities somewhere in the general area.

In addition to these major park sites, there is a fairly constant demand for playlot facilities in new residential areas. New subdivisions should accommodate these needs through space reserved for the purpose in new subdivision plats. One preferred method of assuring adequate play area is through the use of cluster housing concepts in new subdivision designs.

Recognizing the importance of the preservation of environmentally sensitive land, about 150 acres have been designated as Limited Residential - Natural Area on the plan map. Land capability information gathered for a master plan prepared for the Diehl Company was used as a basis for determination of general areas which should be protected from potential adverse effects of urban-oriented development. These areas are located primarily in the extreme southern portion of the study area (bordering the Jefferson County boundary).

Although this land contains a high percentage of steep, rocky terrain, it is evident that some developable residential sites could be located within these general areas. Consequently, in view of the fact that modern building techniques are flexible and conducive to the production of attractive residences on difficult sites, it is the intent of the plan to allow limited single-family residential development in these districts (subject to planning board approval) in conjunction with land to be maintained in its natural state. Detailed site planning proposals should be the basis for final determination of the ratio of residential to natural land area.

APPENDIX A

RECOMMENDATION OF ADOPTION OF AMENDMENT

TO HELENA COMPREHENSIVE PLAN

APPENDIX A

RECOMMENDATION OF ADOPTION OF AMENDMENT TO HELENA COMPREHENSIVE PLAN

The City of Helena Planning Board held a public hearing on June 2, 1981 in which the following motion on the proposed amendment to the existing Helena Comprehensive Plan was passed:

> The City Planning Board recommends to the City Commission approval of an amendment to the existing comprehensive plan entitled SOUTHEAST HELENA COMPREHENSIVE PLAN, dated May 1981, as prepared by Robert Peccia and Associates, requesting the redefining of the natural area along the south boundary of the study area to provide for possible future development of the natural area.

APPENDIX B

ADOPTION OF AMENDMENT TO HELENA COMPREHENSIVE PLAN

BY THE CITY OF HELENA

Commissioners
Rich D. Brown, Mayor
Michael J. DaSilva
Dale L. Johnson
James H. Nybo
Russell J. Ritter

Robert A. Erickson
City Manager

GUARDIAN OF THE GULCH

City of Helena

City-County Admin. Bldg.
316 North Park
Helena, MT 59623

Phone 406/442-9920

ADOPTION

On June 8, 1981 the Helena City Commission approved the proposed comprehensive amendments to the existing Master Plan for the City of Helena which follow in this report. These proposed amendments modify the existing Master Plan in regard to an area generally located in the southeast quadrant of the City of Helena.

In its adoption the following purpose of State law relating to planning boards (Chapter 1 - Title 76, 76-1-102) was considered:

That, "It is the object of this chapter to encourage local units of government to improve the present health, safety, convenience, and welfare of their citizens and to plan for the future development of their communities to the end that highway systems be carefully planned; that new community centers grow only with adequate highway, utility, health, educational, and recreational facilities; that the needs of agriculture, industry, and business be recognized in future growth; that residential areas provide healthy surroundings for family life; and that the growth of the community be commensurate with and promotive of the efficient and economical use of public funds."

Patricia A. Hatfield

Patricia A. Hatfield
Clerk of the Commission
City of Helena

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